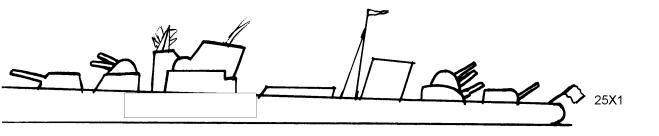
Fort of Arkhangelsk. DATE DISTR. NO.: OF PAGES REQUIREMENT REFERENCES This is UNEVALUATED Information SOURCE EVALUATIONS ASS DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. On 27 Nay 1955, at 1900 hours, two large naval vessel which were alike were in the Barents Sea off North Cape in a Aine of bearing formation. On 27 Nay 1955, at 1900 hours, two large naval vessel which were alike were in the Barents Sea off North Cape in a Aine of bearing formation. On 27 Nay 1955, at 1900 hours, two large naval vessel which were alike were in the Barents Sea off North Cape in a Aine of bearing formation. On 27 Nay 1955, at 1900 hours, two large naval vessel which were alike were in the Barents Sea off North Cape in a Aine of Sea of North Cape in the Sea of North Cape in a Aine of Sea of Sea of North Cape in a Aine of Sea of Se	S.F.C.R.P.T USSR (Arctic) REPORT OF INFO. OF INFO. ON 27 Nay 1955, at 1990 hours, two large naval vessel which uses alike were in the Barrets See off Rorth Organization of the Bridge, and a manual visual set of the Bridge was a smaller, two-guine mount of the Norther site. They was clusted at some at the funnels, they guine was a smaller, two-guine mount of the same hourt 250 feet long, with two wide forward now how a secondary between the bridge, and a west can be read to the bridge, and a mast with a signal yard between the funnel and the bridge, and a mast with a signal yard between the brigge, and a vertical or cruises and the same hourt 250 feet long, with two wide forward now the same hourt from the read the bridge, and a mast with a signal was a second mainted the signal of the same hourt of the provided mount (see sketch no. 1). 25X1 There were flies—sead and better you can be situated at some distance from each other, a main battery mount on the foredeck, and two main battery mounts on the afterdeck. They were about 300 feet long, The forward funnel had a sort of trunk on its forward side. Between the forward gum mount and the bridge was a smaller, two-gum mount; another such mount was situated atop the second maintbettery mount. There may have been a torped mount between the 25X1 commence astern of these vessels, but on the same course, were two smaller may lossed the same height but shorter than the bridge. They were alike, each about 250 feet long, with two wide forward and two all or 12 knots. The main battery was disposed one mount forward and two all or 12 knots. The main battery was disposed one mount forward and two all or 12 knots. The main battery was disposed one mount forward and two all or 12 knots. The main battery was disposed one forward mount (see sketch no.2). The new bridge over Shilov Island between Solombala and Arkhangelek was open to traffic. The new bridge over Shilov Island between Solombala and Arkhangelek was open to traffic. The new bridge over Shilov Island betwee	FORM	ATION REPO	RT N	ORMATION RE	PORI
USSR (Arctic) Fort of Arkhangelsk Of INFO. EACQUIRED This is UNEVALUATED Information SOURCE FVALUATIONS AMM DEPINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. On 27 May 1995, at 1900 hours, two large naval vessel which were alike were in the Barents Sea off North Cept in Aline of bearing formation. With a cruiser or round storm, one signal mast on the bridge, a tripod nast just before the after funnel, two big wide funnels situated at some distance from each other, a main battery mount on the foredeck, and two main battery mounts on the afteredeck. They were about 30 feet long. The forward funnel had a sort of Cutumb on its forward sides. Between the forward gun mount and the bridge was of main battery mount, there may have been a torpedo mount between the standard research of these season maintentery mount. There may have been a torpedo mount between the funnels with raked covels about the same beight but shorter than the bridge funnels with raked covels about the same beight but shorter than the bridge. They were making about 12 or 14 knows he main battery wount was estuated atop the funnels with raked covels about the same height but shorter than the bridge. They were making about 12 or 12 knows height but shorter than the bridge. They were making about 12 or 14 knows height but shorter than the bridge. They were making about 12 or 14 knows height but shorter than the bridge. They were making about 12 or 14 knows height but shorter than the bridge. They were making about 12 or 14 knows height but shorter than the bridge. They were making about 12 or 14 knows height but shorter than the bridge. They were making about 12 or 14 knows height but shorter than the bridge. They were about 30 meters long, with a vertical step, a short raised forecastle with the break that a signal yard between the funnel and the bridge and a westical or cruiser stern. They each had a gun mount, open and shielded, forward and two officers to show the property as a part raised forecastle with the bridge and a wettical or cruiser st	USSR (Arctic) REPORT OF INFO. ACQUIRED This is UNEVALUATED Information ACQUIRED This is UNEVALUATED Information ACQUIRED OF INFO. ACQUIRED OF INFO. ACQUIRED This is UNEVALUATED Information ACQUIRED This is UNEVALUATED Information ACQUIRED ACQUIRED This is UNEVALUATED Information ACQUIRED This is UNEVALUATED Information ACQUIRED ACQUIRED ACQUIRED This is UNEVALUATED Information ACQUIRED ACQUI		CENTRAL	INTELLIGENCE	AGENCY	
Fort of Arkhangelsk. DATE DISTR. NO.: OF PAGES REQUIREMENT REFERENCES This is UNEVALUATED Information SOURCE EVALUATIONS ASS DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. On 27 Nay 1955, at 1900 hours, two large naval vessel which were alike were in the Barents Sea off North Cape in a Aine of bearing formation. On 27 Nay 1955, at 1900 hours, two large naval vessel which were alike were in the Barents Sea off North Cape in a Aine of bearing formation. On 27 Nay 1955, at 1900 hours, two large naval vessel which were alike were in the Barents Sea off North Cape in a Aine of bearing formation. On 27 Nay 1955, at 1900 hours, two large naval vessel which were alike were in the Barents Sea off North Cape in a Aine of Sea of North Cape in the Sea of North Cape in a Aine of Sea of Sea of North Cape in a Aine of Sea of Se	Fort of Arkhangelsk. DATE DISTR. NO. OF PAGES REQUIREMENT ACQUIRED ACQUIRED ACQUIRED ACQUIRED SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. ACQUIRED ACQUIRED This is UNEVALUATED Information SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. ACQUIRED ACQUIRED Con 27 May 1955, at 1990 hours, two large maval vessel which were alike were in the Barrents Sea off North Cype in a Aline of bearing formation. With a continger or round storm, one signal mast on the bridge, a tripod mast just bufore the after funnel, two big vide funnels situated at some distance from each other, a main battery mount on the foredeck, and two main battery mounts on the afteredeck. They were about 300 feet long. The forward funnel had a sort of trunk on its forward side. Between the forward gun mount and the bridge was a smaller; two-gun mount, another such mount was situated atop the second mainbattery mount. There may have been a torpedo mount between the funnels. With raked covels about the same height but shorter than the bridge. They were making about 12 or 14 knots. The main battery was disposed one mount forward and two aft. A secondary battery mount was situated atop the forward mount (see sketch no.2). Along the quay at Solombala in Arkhangelsk, there were ten or twelve small maval vessels moored. They had one funnel a shitle higher than the bridge, and a mast with a signal yard between the funnel and the bridge. They were about 30 meters long, with a vertical sten, a short raised forecastic with the break in the deck forward of the bridge, and a vertical or cruirer sterm. They each had a gun mount, open and shielded, forward and two such about 30 meters long, with a vertical sten, a short raised forecastic with the break in the deck forward of the bridge, and a vertical or cruirer sterm. They each had a gun mount and shielded, forward and two such south forward and two such as the proper shield of the bridge, and a vertical or cruirer about 30 meters long, with a vertica	his material cont 3, U.S.C. Secs. 793	ains information affecting the National and 794, the transmission or revelation	n of which in any mar	States within the meaning of the Espionage mer to an unauthorised person is prohib	Laws, Title ited by law.
OF INFO. E ACQUIRED OF INFO. E ACQUIRED SOURCE EVALUATIONS AND DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. On 27 Nay 1995, at 1800 hours, two large naval vessel which were alike vere in the Barents Sea off North Orgs in a Aine of bearing formation. They were flush deaked, with a vertical stem, a orniger or round storm, one signal mast on the bridge, a tripod mast just before the after funnel, two big vide funnels situated at some distance from each other, a main bettery mount on the foredeck, and two main battery mounts on the afterdeck. They were about 300 feet long. The forward funnel had a sort of trunk on its forward side. Between the floward gun mount and the bridge was a maller; two-qun mount, mother such mount was situated atop the second mainbattery mount. There may have been a torpedo mount between the funnels. (see sketch no. 1). Somewhat astern of these vessels, but on the same occurse, were two smaller naval vessels. They were alike, each about 250 feet long, with two wide funnels with raked cowls about the same height but shorter than the bridge. They were making about 12 or 14 knots. The main battery was disposed one mount forward and two aft. A secondary battery mount was situated atop the forward mount (see sketch no.2). Along the quay at Solombala in Arkhangelsk, there were ten or twelve small maval vessels mocred. They had one funnel shitch higher than the bridge, and a mast with a signal yard between the funnel and the bridge. They were about 30 meters long, with a vertical step, a short raised forecastle with the break in the deck forward of the bridge, and a vertical or cruiser stem. They each had a gun mount, open and shielded, forward and two such mounts aft. (see sketch no 3.) There was quite a bit of activity by piston-prop-type aircraft; no jet traffic was heard or observed. The inspection team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities were reasonable and no difficulties were encountant. SECRET:	OF INFO. ACQUIRED OF INFO. ACQUIRED SOUNCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. On 27 May 1955, at 1900 hours, two large naval vessel which were alike were in the Barrents Sea off Routh Cepe in a Ains of bearing formation with a great distance between the ships. They were flush-decked, with a vertical stem, a cruiser or round storm, one signal mast on the bridge, a tripod mast just before the after funnel, two big wide funnels situated at some distance from each other, a main battery mount on the foredeck, and two main battery mounts on the afteredeck, They were about 30 feet long. The forward funnel had a sort of truth on its forward side. Between the forward gum mount and the bridge was a smaller, two-gum mount, incher such mount was situated atop the second maintastery mount. There may have been a torpedo mount between the funnels with raked covel sabout the same height but shorter than the bridge. Somewhat astern of these vessels, but on the same course, were two smaller may lessels. They were alike, each about 250 feet long, with two wide funnels with raked covel sabout the same height but shorter than the bridge. They were making about 12 or 14 knots. The main battery was disposed one mount forward and two aft. A secondary battery mount was situated atop the forward mount (see sketch no.2) Along the quay at Sclombala in Arkhangelsk, there were ten or twelve small may lessels mocred. They had one funnel a situite higher than the bridge, and a mast with a signal yard between the funnel and the bridge. They were about 30 meters long, with a vertical stem, a short raised forecastle with the break in the deck forward of the bridge, and a vertical or cruiser stemn. They each had a gum mount, open and shielded, forward and two such south for years and the such as a proper such a	NTRY	USSR (Arctic)	•	REPORT	
SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. On 27 May 1935, at 1990 hours, two large naval vessel which were alike were in the Barents Sea off North Cape in a line of bearing formation or round storn, one signal mast on the bridge, a tripod mast just bofore the after funnel, two big vide funnels situated at some distance from each other, a main battery mount on the foredeck, and two main battery mounts on the afterfeek. They were about 300 feet long. The forward funnel had a sort of trunk on its forward side. Between the forward gun mount and the bridge was a smaller, two-gun mount; another such mount was situated atop the second mainbattery mount. There may have been a torped mount between the funnels. (see election no. 1). Somewhat astern of these vessels, but on the same course, were two smaller naval vessels. They were alike, each about 250 feet long, with two wide funnels with raked couls about the same height but shorter than the bridge. They were making about 12 or 14 knots. The main battery was disposed one mount forward and two aft. A secondary battery mount was situated atop the forward mount (see sketch no. 2). Along the quay at Solombala in Arkhangelsk, there were ten or twelve small naval vessels moored. They had one funnel a little higher than the bridge, and are with a signal yard between the funnel and the bridge. They were about 30 meters long, with a vertical step, a short raised forceastle with the break in the dock forward of the bridge, and a vertical or cruiser stern. They each had a gun mount, open and shielded, forward and two such mounts aft, (see sketch no 3.) There was quite a bit of activity by piston-prop-type aircraft; no jet traffic was heard or observed. The new bridge over Shilov Island between Solombala and Arkhangelsk was open to traffic. The inspection team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities were reasonable and no difficulties were encountered. S-B-C-R-B-T	ACQUIRED ACQUIRED SOURCE SYAUMATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. On 27 May 1935, at 1900 hours, two large naval vessel which were alike were in the Barents Sea off North Cape in a Aims of bearing formation with a critical stem, a cruiser or round storn, one signal mast on the bridge, a tripod mast just bofors the after funnel, two big wide funnels situated at some distance from each other, a main battery mount on the foredeck, and two main battery mounts on the afterfacek. They were about 300 feet long. The forward funnel had a sort of trunk on its forward side. Between the forward gun mount and the bridge was a smaller, two-gun mount; another such mount was situated atop the second mainbettery mount. There may have been a torped mount between the funnels. (see sketch no. 1). Somewhat astern of these vessels, but on the same course, were two smaller naval vessels. They were alike, each about 250 feet long, with two wide funnels with raked cowls about the same height but shorter than the bridge. They were making about 12 or 14 knots. The main battery was disposed one mount forward and two aft. A secondary battery mount was situated atop the forward mount (see sketch no. 2) Along the quay at Solombala in Archangelsk, there were ten or twelve small naval vessels mocred. They had one funnel a-little higher than the bridge, and a mast with a signal yard between the funnel and the bridge. They were about 30 meters long, with a vertical step, a short raised forecastle with the break in the deck forward of the bridge, and a vertical or cruiser stem. They each had a gum mount, open and shielded, forward and two such mounts aft, (see sketch no 3.) There was quite a bit of activity by piston-prop-type aircraft; no jet traffic was heard or observed. The new bridge over Shilov Island between Solombala and Arkhangelsk was open to traffic. The inspection team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities were reasonable and	ECT			DATE DISTR.	1955
SOURCE EVALUATIONS ARE DEFINEIVE. APPRAISAL OF CONTENT IS TENTATIVE. On 27 May 1933, at 1900 hours, two large naval vessel which were alike were in the Barents Sea off North Ogp in a line of bearing formation visits or round storn, one signal mast on the bridge, a tripod mast just before the after funnel, two big wide funnels situated at some distance from each other, a main battery mount on the foredeck, and two main battery mounts on the afterfeek. They were about 300 feet long. The forward funnel and a sort of trunk on its forward sides. Between the forward gun mount and the bridge was a smaller, two-gun mount; another such mount was situated atop the second mainbattery mount. There may have been a torpedo mount between the funnels (see ekstein no. 1). Somewhat astern of these vessels, but on the same course, were two smaller naval vessels. They were alike, each about 250 feet long, with two wide funnels with raked cowls about the same height but shorter than the bridge. They were making about 12 or 14 knots. The main battery was disposed one mount forward and two aft. A secondary battery mount was situated atop the forward mount (see sketch no. 2) Along the quay at Solombala in Arkhangelsk, there were ten or twelve small naval vessels moored. They had one funnel a little higher than the bridge, and a mast with a signal yard between the funnel and the bridge. They were about 30 meters long, with a vertical step, a short raised forceastle with the break in the deck forward of the bridge, and a vertical or cruiser stern. They each had a gun mount, open and shielded, forward and two such mounts aft, (see sketch no 3.) There was quite a bit of activity by piston-prop-type aircraft; no jet traffic was heard or observed. The new bridge over Shilov Island between Solombala and Arkhangelsk was open to traffic. The inspection team consisted of two officers, one female radio operator, one doctor, and two cuetoms officials. The reception formalities were reasonable and no difficulties were encountered. S-B-C-R-B	ACQUIRED This is UNEVALUATED Information SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. On 27 May 1935, at 1990 hours, two large naval vessel which were alike were in the Barents Sea off North Cape in a Aine of bearing formation with a present of the Barents Sea off North Cape in a Aine of bearing formation with a present of the same of the bearing formation with a present of the same of the bridge, a tripod mant just before the after funnel, two big wide funnels situated at some distance from each other, a main bettery mount on the foredeck, and two main bettery mounts on the afterdeck. They were about 300 feet long. The forward funnel had a sort of trunk on its forward side. Between the forward unmount and the bridge was a smaller, two-gum mount; another such mount was situated atop the second mainbettery mount. There may have been a torped mount between the funnels (see sketch no. 1). Somewhat astern of these vessels, but on the same course, were two smaller naval vessels. They were alike, each about 250 feet long, with two wide funnels with raked cowls shout the same height but shorter than the bridge. They mount forward and two aft. A secondary battery mount was situated atop the forward mount (see sketch no. 2) Along the quay at Solombals in Arkhangelsk, there were ten or twelve small naval vessels moored. They had one funnel a little higher than the bridge, and a meat with a signal yard between the funnel and the bridge. They were about 30 meters long, with a vertical step, a short raised forecastle with the break in the deck forward of the bridge, and a vertical or cruiser stem. They each had a gum mount, open and shielded, forward and two such mounts aft, (see sketch no 3.) There was quite a bit of activity by piston-prop-type aircraft; no jet traffic was heard or observed. The new bridge over Shilov Island between Solombals and Arkhangelsk Assortion team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities		**************************************		NO. OF PAGES	
This is UNEVALUATED Information SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. On 27 May 1955, at 1900 hours, two large naval vessel which were alike were in the Barents Sas off Rorth Ogpe in a Aims of bearing formation. With a great distance between the ships. They were flush masked, with a vertical stem, a cruiper or round storn, one signal mast on the bridge, a tripod mast just before the after funnel, two big wide funnels situated at some distance from each other, a main battery mount on the foredeck, and two main battery mounts on the afterdeck. They were about 300 feet long. The forward funnel had a sort of trunk on its forward side. Between the forward gum mount and the bridge was a smaller; two-gum mount; another such mount was situated atop the second mainbattery mount. There may have been a torpedo mount between the funnels. (see sketch no. 1). Somewhat astern of these vessels, but on the same course, were two smaller naval vessels. They were alike, each about 250 feet long, with two wide funnels with raked couls about the same height but shorter than the bridge. They were making about 12 or 14 knots. The main battery was disposed one mount forward and two aft. A secondary battery mount was situated atop the forward mount (see sketch no.2) Along the quay at Solombala in Arkhangelsk, there were ten or twelve small naval vessels mocred. They had one funnel a lattile higher than the bridge, and a wast with a signal yard between the funnel and the bridge. They were about 30 meters long, with a vertical stem, a short raised forecastle with the break in the deck forward of the bridge, and a vertical or cruiser stem. They each had a gum mount, open and shielded, forward and two such mounts aft (see sketch no 3.) There was quite a bit of activity by piston-prop-type aircraft; no jet traffic was heard or observed. The new bridge over Shilov Island between Solombala and Arkhangelsk was open to traffic. The inspection team consisted of two officers, one female radio operator, one d	This is UNEVALUATED Information SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE. On 27 May 1955, at 1960 hours, two large naval vessel which were alike were in the Barents Sea off Rorth Cape in a Aims of bearing formatical with a present distance between the ships. They were flush cacked, with a vertical stem, a cruiser or round storn, one signal must on the bridge, a tripod must just before the after funnel, two big wide funnels situated at some distance from each other, a main battery mount on the foredeck, and two main battery mounts on the afterdeck. They were about 300 feet long, The forward funnel had a sort of trunk on its forward side. Between the forward gun mount and the bridge was a smaller, two-gun mount; another such mount was situated atop the second mainbattery mount. There may have been a torpedo mount between the funnels. (see sketch no. 1). Somewhat astern of these vessels, but on the same course, were two smaller naval vessels. They were alike, each about 250 feet long, with two wide funnels with raked cowls shout the same height but shorter than the bridge. They were making about 12 or 14 knots. The main battery was disposed one mount forward and two aft. A secondary battery mount was situated atop the forward mount (see sketch no.2) Along the quay at Solombala in Arkhangelsk, there were ten or twelve small naval vessels mocred. They had one funnel a lattic higher than the bridge, and a westical or cruiser stem. They each had a gun mount, open and shielded, forward and two such mounts aft (see sketch no 3.) There was quite a bit of activity by piston-prop-type aircraft; no jet traffic was heard or observed. The new bridge over Shilov Island between Solombala and Arkhangelsk was open to traffic. The inspection team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities were reasonable and no difficulties were encountared. See C.R.E.E.	OF INFO.			REQUIREMENT	
On 27 May 1955, at 1900 hours, two large naval vessel which were alike were in the Barents Sea off North Cepe in a Aine of bearins formation with a great distance between the ships. They were flush-decked, with a vertical stem, a cruiser or round storn, one signal mast on the bridge, a tripod mast just before the after funnel, two big wide funnels situated at some distance from each other, a main battery mount on the foredeck, and two main battery mounts on the afterdeck. They were about 300 feet long. The forward funnel had a sort of trunk on its forward side. Between the forward gun mount and the bridge was a smaller; two-gun mount; another such mount was situated atop the second mainbattery mount. There may have been a torpedo mount between the funnels. (see sketch no. 1). Somewhat astern of these vessels, but on the same course, were two smaller naval vessels. They were alike, each about 250 feet long, with two wide funnels with raked cowls about the same height but shorter than the bridge. They were making about 12 or 12 k mots. The main battery was disposed one mount forward and two eft. A secondary battery mount was situated atop the forward mount (see sketch no.2) Along the quay at Solombala in Arkhangelsk, there were ten or twelve small naval vessels morred. They had one funnel a little higher than the bridge, and a mast with a signal yard between the funnel and the bridge. They were about 30 meters long, with a vertical stem, a short reised forecastle with the break in the deck forward of the bridge, and a vertical or cruiser stern. They each had a gun mount, open and shielded, forward and two such mounts aft. (see sketch no 3.) There was quite a bit of activity by piston-prop-type aircraft; no jet traffic was heard or observed. The new bridge over Shilov Island between Solombala and Arkhangelsk was open to traffic. The inspection team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities were reasonable and no difficulties were en	On 27 May 1955, at 1960 hours, two large naval vessel which were alike were in the Barents Sea off North Cepe in a Aine of bearins formatica with a great distance between the ships. They were flush-ceoked, with a vertical stem, a cruiger or round storn, one signal mast on the bridge, a tripod mast just before the after funnel, two big wide funnels situated at some distance from each other, a main battery mount on the foredeck, and two main battery mounts on the afterdeck. They were about 300 feet long. The forward funnel had a sort of trunk on its forward side. Between the forward gun mount and the bridge was a smaller; two-gun mount; another such mount was situated atop the second mainbattery mount. There may have been a torpedo mount between the funnels (see sketch no. 1). Somewhat astern of these vessels, but on the same course, were two smaller naval vessels. They were alike, each about 250 feet long, with two wide funnels with raked cowls about the same height but shorter than the bridge. They were making about 12 or 14 knotes. The main battery was disposed one mount forward and two aft. A secondary battery mount was situated atop the forward mount (see sketch no.2) Along the quay at Solombala in Arkhangelsk, there were ten or twelve small naval vessels mocred. They had one funnel at little higher than the bridge, and a mast with a signal yard between the funnel and the bridge. They were about 30 meters long, with a vertical test, a short raised forecastle with the break in the deck forward of the bridge, and a vertical or cruiser stern. They each had a gun mount, open and shielded, forward and two such mounts aft. (see sketch no 3.) There was quite a bit of activity by piston-prop-type aircraft; no jet traffic was heard or observed. The new bridge over Shilov Island between Solombala and Arkhangelsk was open to traffic. The inspection team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities were reasonable and no difficulties were en					
great distance between the ships. They were flush seaked, with a vertical stem, a cruiser or round stern, one signal mast on the bridge, a tripped mast just before the after funnel, two big wide funnels situated at some distance from each other, a main battery mount on the foredeck, and two main battery mounts on the afterdeck. They were about 300 feet long. The forward funnel had a sort of trunk on its forward side. Between the forward gun mount and the bridge was a smaller, two-gun mount; another such mount was situated atop the second mainbattery mount. There may have been a torpedo mount between the funnels (see sketch no. 1). Somewhat astern of these vessels, but on the same course, were two smaller naval vessels. They were alike, each about 250 feet long, with two wide funnels with raked cowls about the same height but shorter than the bridge. They were making about 12 or 14 knots. The main battery was disposed one mount forward and two aft. A secondary battery mount was situated atop the forward mount (see sketch no.2) Along the quay at Solombala in Arkhangelsk, there were ten or twelve small naval vessels mocred. They had one funnel alittle higher than the bridge, and a mast with a signal yard between the funnel and the bridge. They were about 30 meters long, with a vertical stem, a short raised forecastle with the break in the deck forward of the bridge, and a vertical or cruiser stern. They each had a gun mount, open and shielded, forward and two such mounts aft. (see sketch no 3.) There was quite a bit of activity by piston-prop-type aircraft; no jet traffic was heard or observed. The new bridge over Shilov Island between Solombala and Arkhangelsk was open to traffic. The inspection team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities were reasonable and no difficulties were encountared. S-E-C-R-E-T	great distance between the ships. They were flush decked, with a vertical stem, a cruiser or round stern, one signal mast on the bridge, tripod mast just before the after funnel, two big wide funnels situated at some distance from each other, a main battery mount on the foredeck, and two main battery mounts on the afterdeck. They were solut 300 feet long. The forward funnel had a sort of trunk on its forward side. Between the forward gun mount and the bridge was a smaller, two-gun mount; another such mount was situated atop the second mainbattery mount. There may have been a torpedo mount between the funnels. (see sketch no. 1). Somewhat astern of these vessels, but on the same course, were two smaller naval vessels. They were alike, each about 250 feet long, with two wide funnels with raked cowls about the same height but shorter than the bridge. They were making about 12 or 14 knots. The main battery was disposed one mount forward and two aft. A secondary battery mount was situated atop the forward mount (see sketch no.2) Along the quay at Solombala in Arkhangelsk, there were ten or twelve small naval vessels mocred. They had one funnel a latitle higher than the bridge, and a mast with a signal yard between the funnel and the bridge. They were about 30 meters long, with a vertical stem, a short raised forecastle with the break in the deck forward of the bridge, and a vertical or cruiser stern. They each had a gun mount, open and shielded, forward and two such mounts aft, (see sketch no 3.) There was quite a bit of activity by piston-prop-type aircraft; no jet traffic was heard or observed. The new bridge over Shilov Island between Solombala and Arkhangelsk was open to traffic. The inspection team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities were reasonable and no difficulties were encountaned. SEC-C-RET		SOURCE EVALUATIONS ARE DEF	INITIVE, APPRAISAL	OF CONTENT IS TENTATIVE.	· ·
about 30 meters long, with a vertical stem, a short raised forecastle with the break in the deck forward of the bridge, and a vertical or cruiser stern. They each had a gun mount, open and shielded, forward and two such mounts aft. (see sketch no 3.) There was quite a bit of activity by piston-prop-type aircraft; no jet traffic was heard or observed. The new bridge over Shilov Island between Solombala and Arkhangelsk 25X1 The inspection team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities were reasonable and no difficulties were encountered. S-E-C-R-E-T 25X1	about 30 meters long, with a vertical stem, a short raised forecastle with the break in the deck forward of the bridge, and a vertical or cruiser stern. They each had a gun mount, open and shielded, forward and two such mounts aft. (see sketch no 3.) There was quite a bit of activity by piston-prop-type aircraft; no jet traffic was heard or observed. The new bridge over Shilov Island between Solombala and Arkhangelsk was open to traffic. The inspection team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities were reasonable and no difficulties were encountared. S-E-C-R-E-T E X ARMY X NAVY X AIR X FBI ARC	round safter f other, the aft of trun was a second funnels Somewhan aval v funnels They we mount f forward Along tinaval v	tern, one signal mast on unnel, two big wide funn a main battery mount on erdeck. They were about k on its forward side. E mainbattery mount. There (see sketch no. 1). t astern of these vessel essels. They were alike, with raked cowls about re making about 12 or 14 orward and two aft. A se mount (see sketch no. ne quay at Solombala in essels mocred. They had essels mocred.	the bridge, a the bridge, a the foredeck, 300 feet long. Setween the form the form the such more may have been about 250 the same height knots. The matcondary battery 2) Arkhangelsk, the one funnel is 14	tripod mast just before the temperature of temperature of the temperature of the temperature of	25X1 on ort dge he 25X1 ler dge. 25X1 the 25X1
The new bridge over Shilov Island between Solombala and Arkhangelsk was open to traffic. The inspection team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities were reasonable and no difficulties were encountered. S-E-C-R-E-T E X ARMY X NAVY # X AIR X PBI ARC	The new bridge over Shilov Island between Solombala and Arkhangelsk was open to traffic. The inspection team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities were reasonable and no difficulties were encountered. S-E-C-R-E-T E X ARMY X NAVY # X AIR X FBI ARC	about 30 the breastern. I	o meters long, with a verals in the deck forward of they each had a gun mountaft, (see sketch no 3.)	etween the funr rtical stem, a f the bridge, a t, open and shi	el and the bridge. They we short raised forecastle wind a vertical or cruiser elded, forward and two suc	ere Lth
The inspection team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities were reasonable and no difficulties were encountared. S-E-C-R-E-T E X ARMY X NAVY # X AIR X FBI ARC	The inspection team consisted of two officers, one female radio operator, one doctor, and two customs officials. The reception formalities were reasonable and no difficulties were encountared S-E-C-R-E-T E X ARMY X NAVY # X AIR X FBI ARC		man heard of observed.	the second		}.
reasonable and no difficulties were encountered S-E-C-R-E-T E X ARMY X NAVY # X AIR X FBI ARC	reasonable and no difficulties were encountared S-E-C-R-E-T E X ARMY X NAVY # X AIR X FBI ARC	The new	bridge over Shilov Isle to traffic.	and between Sol	ombala and Arkhangelsk	25X1
TO ARC	ARC ARC	reasonab	le and no difficulties w	ere encountara		
	with the state of	к х	ARMY X NAVY X			



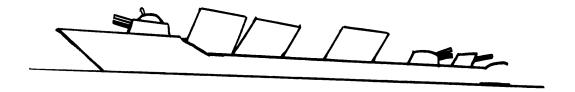
Sketch No. 1:

Large Naval Vessels off North Cape



Sketch No. 28

Small Naval Vessels off North Cape



Sketch No. 3:

Small Naval Vessels Moored at Solombala

